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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY China

REPORT

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Chapter II Harbor Limits and Anchorages.Section 4 The limits of the harbor are as follows (see plan 1):

1. From T'aip'ing Point (1132/1626/6037) to Hsiangtsui (6272/0878), from Tushan Point (1342/1472/6037) to Huangshantsui (7806/1472/0878), from Huangshantsui (7806/1472/0878) to Hsienlangtsui, from Hsienlangtsui to Chuehtzushihtsui (5183/1311/4258/0878). All the water in the area enclosed by four straight lines connecting these points is the harbor limits.

2. The land boundaries of the harbor area are from the end of the south mole at the Little Harbor by the west shore of the Little Harbor passing Hotse Road (5440/3419/6424), Hsinhsien Road (5450/4905) and Little Harbor No. 1 Road (1420/3263/3116/0901) to the foot of the North Breakwater. Thence along the line of the Harbor shore passing Hsinchiang Road (2450/3984/6424) to Great Harbor North Road (1129/3263/0354/0656/6639/6424), in a north-easterly direction towards Shenyen (0135/1693) along the line of the railway to the old location of No. 5 Fort at the railway arch, thence north-westwards by the 1st and 2nd State Cotton Mills and the Tsingtao Power Station to the railway bridge at Tushan Point (1342/1472/6037). The actual border line is separately defined.

3. A straight line from T'uantsui (0957/1497/0878) to Chuehtzushihtsui (5183/1311/4258/0878) marks the border between the Inner and Outer Harbors. East of the line is the Outer Harbor, west of it is the Inner Harbor.

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Section 5 The Inner Harbor is divided into the following areas (see plan 2):

1. Great Harbor

Within a straight line from the end of the mole at No. 5 wharf to the end of the mole at No. 6 wharf is the Great Harbor area.

2. Navigation Channel

Within a straight line from the north end of the navigation channel mole to the east end of No. 1 wharf is the navigation channel area.

3. Middle Harbor

Within a straight line from the end of the mole at No. 6 wharf (i.e., Tapaoao light buoy (1129/7637/1497)) to the end of the Little Harbor north mole is the Middle Harbor area.

4. Little Harbor

Within a straight line between the ends of the two Little Harbor moles is the Little Harbor area.

5. Quarantine Anchorage (see plan 1)

- a. Within the four straight lines connecting the under-mentioned four points is the quarantine anchorage for vessels of over 500 tons (gross).

( 36° 5' 9" N                      ( 36° 4' 57" N  
(120° 16' 30" E                      (120° 16' 12" E

- b. Within the three straight lines connecting the under-mentioned three points is the quarantine anchorage for vessels of under 500 tons (gross).

( 36° 04' 38" N                      ( 36° 04'                      N  
(120° 17'                      E                      (120° 17' 35" E

( 36° 03' 22" N  
(120° 16' 38" E

Section 6 Upon entering the port a berth is allocated according to the following rules:

1. Great Harbor: berths for ships of over 500 tons.
2. Middle and Little Harbors: berths for ships of under 500 tons.
3. Navigation Channel: berths for vessels working for the Harbor Office only.

In special circumstances the port overseer (3263/ 0523/4148/4206/7022) may sanction non-observance of these rules.

Chapter III Entrance and Exit of Vessels

Section 7 Vessels entering and leaving port, except as provided for by the "Provisional Regulations for the Control of Vessels Entering and Leaving Port," the "Provisional Regulations for Foreign Vessels Entering and Leaving Port", and "Current Rules for the Examination of Vessels, Crew, Passengers and Baggage Entering and Leaving Port," shall be according to the port regulations.

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- Section 8 All vessels of over 500 tons (gross) making for port must telegraph to the port overseer at least eight hours before its arrival particulars of its expected time of arrival, its draft fore and aft, and if carrying dangerous objects the nature and number of such dangerous objects.
- Section 9 Vessels of foreign nations (hereafter called foreign vessels) must make application for entry to or exit from the port within 48 hours of arrival or 24 hours of departure, and may enter or leave with the sanction of the port overseer.
- Section 10 Chinese vessels of over 1000 tons (gross) must apply to the port overseer for a pilot to be allocated to them; they may then enter port or change anchorage. (Except by special permission of the port overseer). All foreign vessels must be under the control of a pilot.
- Section 11 All vessels entering or leaving port must fly between dawn and dusk the following flags:
1. Chinese vessels: national flag, company's flag, name flag (except for ships without a registered name) and other necessary flags.
  2. Foreign vessels: national flag, company's flag, name flag and other necessary signal flags.
- Section 12 All vessels entering or leaving the port, except those of under 200 tons (gross), on arriving in the Outer Harbor must observe the directions on the Peak Signal Station (1472/7307/2475/0669). In case of bad weather and if the signal is obscured, they must observe the direction given at the signal station near Huichuan Point (0565/3123/6037).
- Section 13 All vessels entering or leaving the Great Harbor area must observe the signals of the Great Harbor Signal Station at the west end of No. 5 wharf.
1. "Enter Port" signal: During the day a red and white swallow-tail flag will be flown and at night two lights, white and red, will be hung.
  2. "Leave Port" signal: During the day a blue and white pennant will be flown and at night two lights, green and white, will be hung.
- Section 14 All vessels entering port must first go through quarantine, and must fly the quarantine signal, anchor in the quarantine anchorage and await examination. Upon being issued with a quarantine examination certificate or limited certificate they are permitted to enter port. The regulations are as follows:
1. Vessels from abroad or vessels from Chinese ports on which there are no infections or death and whose crews, passengers and livestock are in normal health must during the day fly the international signal "Q", and during the night hang three red lights.
  2. Vessels on which there have been cases of suspected infectious disease among crew, passengers or livestock and deaths, must during the day fly the international signal "QQ", and during the night hang four lights - red, red, white and red.

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3. Vessels on which there are cases of infectious disease or on which there have been deaths from infectious disease must during the day fly the international signal "QL", and during the night hang four lights - red, white, red, white.

Vessels in categories 2 and 3 must, immediately upon discovery of the conditions mentioned, radio the information to the port overseer.

Section 15 Any vessel which has not yet received clearance from the quarantine inspection personnel may not come alongside any other vessel. The crew, passengers and cargo must not leave the vessel and it must observe the quarantine regulations.

Section 16 All vessels within the harbor limits are prohibited from using the following equipment and instruments:

1. Chinese vessels - ship's wireless receivers and transmitters (listening to weather reports is not included in this restriction).
2. Foreign vessels - wireless receivers and transmitters, sounding apparatus, radar weapons of self-defence, signal rockets, cameras and telescopes.

Section 17 Foreign vessels taking refuge in the port from storms must first apply for permission from the port overseer.

Section 18 Any vessel to which one of the following conditions applies may be stopped from putting out to sea by the chief of the Harbor Office or the port overseer:

1. Cargo exceeding the loading line.
2. Passengers exceeding the appropriate number.
3. Badly loaded so that vessel lists to such extent that safe navigation is hindered.
4. Life saving, fire and health measures, insufficient or not complying with standard.
5. Crew below complement or technical provisions deficient.
6. Cargo or dangerous goods so loaded as to hinder safe navigation.
7. Any infringement of Chinese or international navigation regulations or any deterrent to safety.
8. Any condition that would affect safe navigation in fog, snow, rain or other adverse weather conditions.

Section 19 If a vessel is involved in any maritime accident this must be dealt with according to the appropriate provisional regulations.

#### Chapter XI. Security and Order

Section 102 No wharf, vessel, warehouse or mechanical equipment must be overloaded during loading, unloading and stacking of cargoes.

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- Section 103 Any wharf, warehouse or vessel (except those undergoing repairs) on which electric welding work is in progress must first have such work sanctioned by the port overseer and there must be an officer sent by him to oversee such work.
- Section 104 No rope, metal cable or other object likely to be dangerous may be hung on an illuminating lamp or electric cable or standard.
- Section 105 No cargo whatever may be stacked beneath HT cables. If cargo is stacked beneath electric cables the vertical distance from the cables must not be less than two metres.
- Section 106 Vehicles and miscellaneous personnel are not allowed near wharves or warehouses or on or off vehicles without first obtaining permission from the competent department. Vehicles and pedestrians entering the wharf area must enter and leave by the roads specified in the regulations.
- Section 107 No members of foreign crews or foreign passengers may disembark without the permission of the competent authority.
- Section 108 All passengers embarking or disembarking must observe order, queuing and not crowding. Those meeting and seeing off passengers are prohibited from going aboard.
- Section 109 No passengers may embark or disembark, neither may goods be loaded or unloaded at any point not specified by this office.
- Section 110 All vehicles being driven within the wharf and warehouse areas must strictly observe municipal traffic rules, obey the directions of police officials and be driven at a speed not exceeding 10 km. per hour.
- Section 111 All vehicles transporting goods must immediately leave the vicinity of the wharf at which the work of loading and unloading has been done. Such vehicles that have to be left in the vicinity of the wharf with work uncompleted must be parked at a specified point so as not to hinder work and traffic on the wharves.
- Section 112 When vessels are tying up or leaving their berths, it is prohibited for anyone, other than working personnel, to be on the wharfside or at the side of the ship.
- Section 113 It is prohibited to take photographs, to survey or to sketch within the port area without permission from the port overseer.
- Section 114 It is forbidden to swim or bathe in any water in the port not designated as a swimming area.
- Section 115 It is forbidden to handle fishing-nets, repair sails or dry fishing tackle in any wharf for loading cargo, and open space or thoroughfare in the port area.

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Section 116 It is forbidden to be intoxicated, to gamble, to fight or indulge in any improper behaviour within the port area.

Section 117 No steamer moored in the port may, without reason, carelessly sound its siren.

Section 118 It is prohibited to fire a gun in the port area.

Section 119 The port police in carrying out their sanitary work, except when under supreme direct command, are under the direction of the port overseer.

Section 120 All gangways and landing planks used by vessels moored in port must be provided with handrails or guide-ropes, and all vessels must provide regulation life-belts and must be fully illuminated at night.

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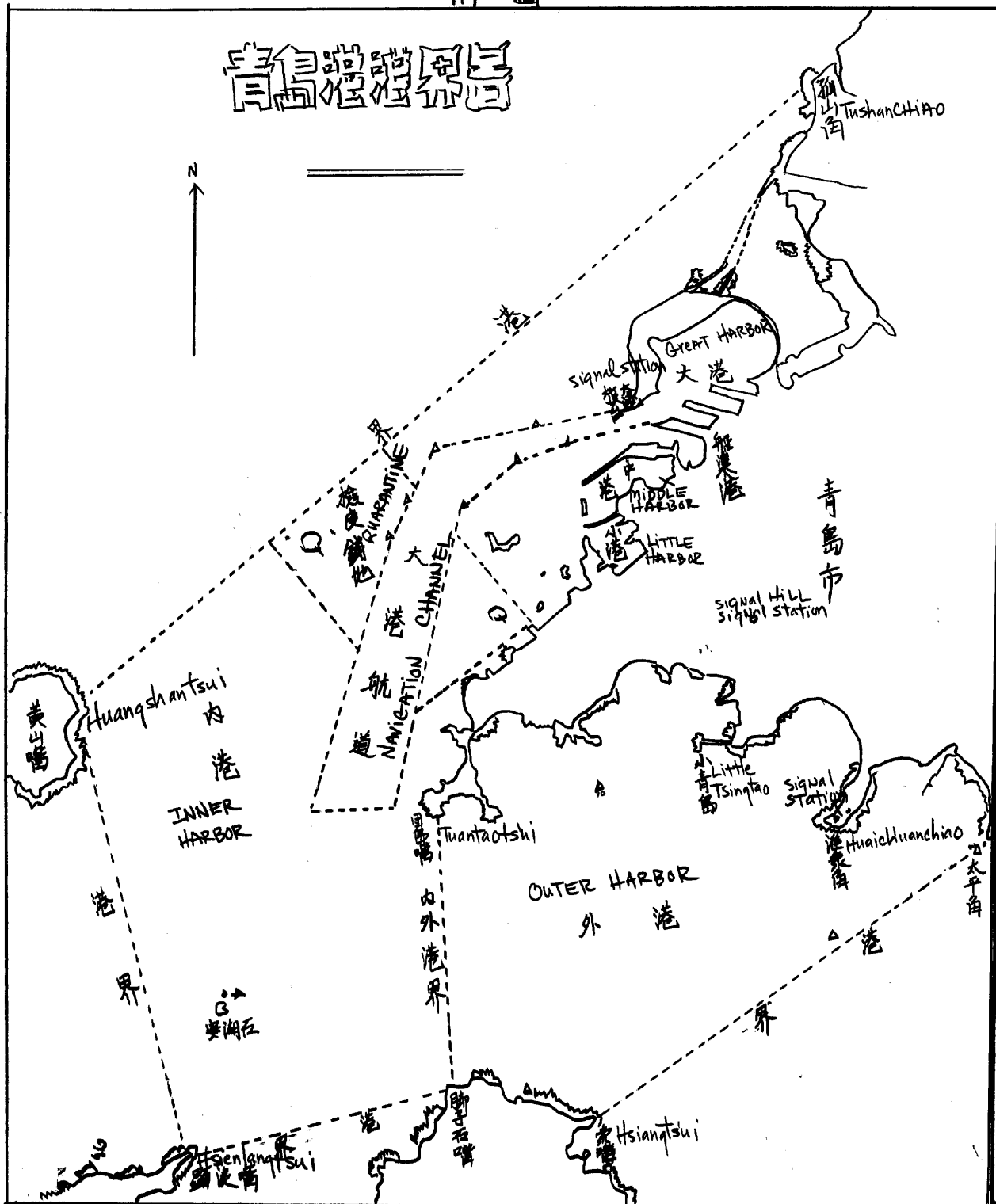
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Plan 1

附圖一

# 青島港界圖



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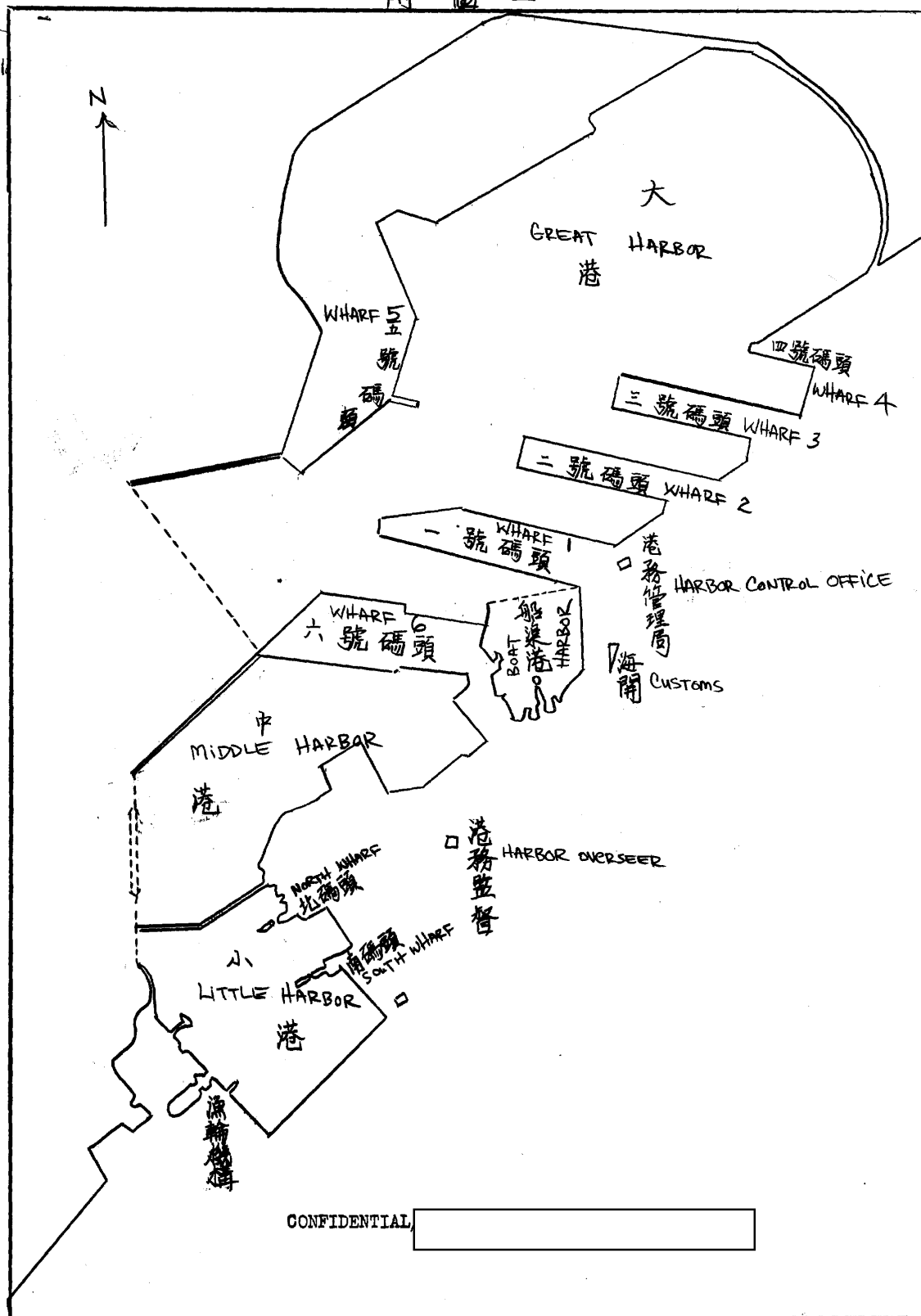
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Plan 2

附圖二



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